

**SHORELINE DEVELOPMENT PLAN
CITY OF POULSBO
1985**

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CITY OF POULSBO

SHORELINE DEVELOPMENT PLAN

KITSAP COUNTY, WASHINGTON

JUNE 1985

CITY OF POULSBO

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June 1985

PROJECT TITLE

City of Poulsbo, Shoreline Development Plan.

AUTHORS

Barbara Felver, Associate Planner, City of Poulsbo.
David Bowden, Consultant, Leland & Hobson.

PROJECT DESCRIPTION

The City of Poulsbo has worked with a consultant, Leland & Hobson, in preparing a city waterfront plan which addresses land uses and public access to state-owned tidelands. The plan is a policy statement which will be used by the City of Poulsbo in determining appropriate amendments to the City's Comprehensive Land Use Plan, and would be used in the processing of rezones, shoreline permits, subdivisions, annexations and building permits. It identifies the type and location of derived waterfront access facilities, as well as policies for obtaining the facilities as property is developed. Included as facilities are future park sites or sites for future acquisition.

DATE

The project commenced March 1, 1985 and was substantially completed by June 30, 1985.

DEPARTMENT

Department of Ecology
State of Washington

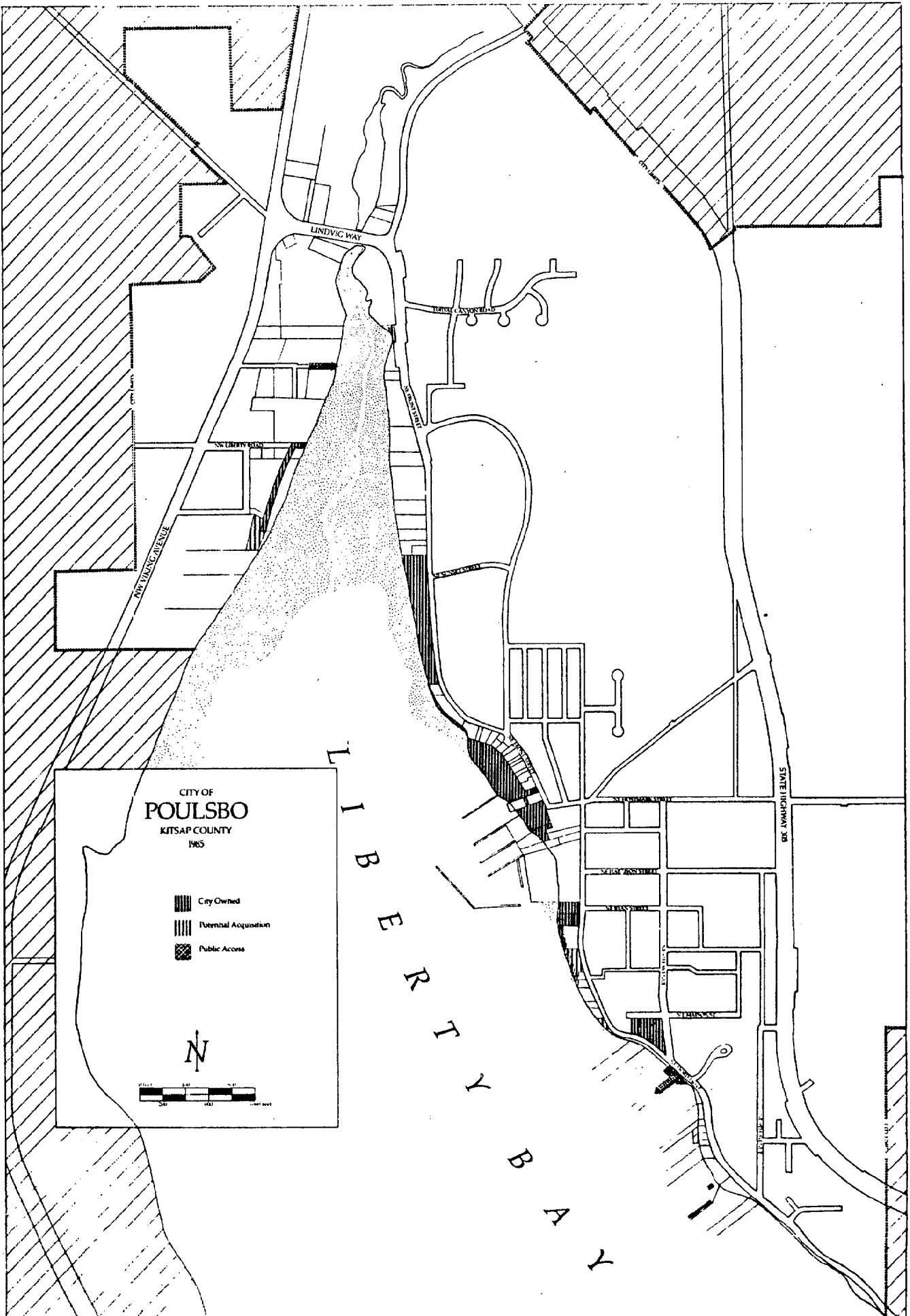
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WDOE PROJECT NUMBER

G85018BC

ABSTRACT



First draft: 6/13/85
Revised: 8/19/85

CITY OF POULSBORO
SHORELINE DEVELOPMENT PLAN

GOALS

1. To develop a comprehensive plan for the waterfront area within City limits, with emphasis on public access.
2. To identify, and make recommendations for development of, various areas of opportunity.
3. To be flexible to respond to changing and evolving desires of the community.
4. To provide safe and convenient public pedestrian and bicycle pathways from City limits on the west side to City limits on the east side, along the waterside of the nearest arterials to the water, namely

- N.W. Viking Avenue
- Lindvig Way
- ___N.E. Front Street
- ___Fjord Drive.

5. To develop, where practicable, view access and physical access in the form of waterfront parks, pathways, public accesses and destinations, on land either owned by the City or in the form of easements across private land obtained as part of the Shoreline Substantial Development Permit approval process.
6. To provide view access and physical access to waterfront parks, pathways, public accesses and destinations, with pedestrian and bicycle connections to the overall pedestrian and bicycle pathways.
7. To maintain an appropriate balance in the use of Liberty Bay (and Dogfish Creek) between pleasure (boating, swimming) and protection of the natural resources in the waters and water's edge.
8. To recognize the various physical and topographical constraints and opportunities around Liberty Bay and Dogfish Creek. This will mean that some trade-offs will be necessary by landowners who either cannot or do not wish to provide access across their property.
9. To initiate a public awareness program for citizens and visi-

tors alike, of the various public access areas.

BACKGROUND

1. State Law

The Shoreline Management Act of 1971 marked a significant turning point in the state's history of resource management. It established that the state's shorelines were important public interest features, were "valuable and fragile," and were limited resources needing sound planning that would foster "reasonable and appropriate" uses. The act requires that development of the shorelines be regulated by a planning system which would encourage appropriate uses and limit uses that are not in the public interest. That system consists of master programs prepared by local governments and approved by the state and a substantial development permit program administered by local governments. The act provides that shoreline management guidelines and local master programs give preference to providing access to publicly owned shorelines and to increasing recreational opportunities for the public in the shoreline.

A significant feature of the act of 1971 is its policy statements about public access:

The legislature declares that the interest of all of the people shall be paramount in the management of shorelines of state-wide significance. The department, in adopting guidelines for shorelines of state-wide significance, and local government, in developing master programs for shorelines of state-wide significance, shall give preference to uses in the following order of preference which:

- (1) Recognize and protect the state-wide interest over local interest;
- (2) Preserve the natural character of the shoreline;
- (3) Result in long term over short term benefit;
- (4) Protect the resources and ecology of the shoreline;
- (5) Increase public access to publicly owned areas of the shorelines;
- (6) Increase recreational opportunities for the public in the shoreline;
- (7) Provide for any other element as defined in RCW 90.58.100 deemed appropriate or necessary.

2. Existing Waterfront Recreational Facilities

a. Liberty Bay Park

Located immediately west of Front Street, extending north and south along Liberty Bay a distance of 612 feet, with an average width of 100 feet. It is bounded on the west by the bay; Anderson Parkway forms its eastern boundary. The park totals 1.1 acres. It is landscaped and contains footpaths, picnic facilities, restrooms, a campfire pit and a performance pavilion.

b. American Legion Park

This contains 3.3 acres and is connected to Liberty Bay Park by a 700 foot over-water causeway. The park is wooded and contains playground equipment, restrooms and additional picnic facilities. Beach access is available.

c. Old Sewage Treatment Plant Park

This unimproved park is located between Fjord Drive and the bay, and contains approximately half an acre. The major portion of this area slopes steeply. A stairway or switchback path will be required, for pedestrian access only. The site has been designated as a park site by the City Council. The City currently is attempting to transfer ownership of the site from the Utility Fund to the Parks Fund. Plans exist for development to include picnic facilities, restrooms and an observation point.

RECOMMENDATIONS

1. Public Access and Private Property

- a. The following order of priority shall apply for provision of public access as a condition of development of all waterfront commercial or industrial land, marinas, and subdivisions of over four housing units. Provision of private facilities will not satisfy the access need.

- 1. Provision of public access and public destination within the property
- 2. Provision of capital and maintenance agreement on designated adjacent area of "opportunity."
- 3. Provision of capital and maintenance agreement on other area of "opportunity" or future waterfront access site

- b. Provision of public access and public destination within the property (see illustration following page 4)

- 1. Public access will be a destination type access, with

an easement for public access to tidelands.

2. Public access and destination shall be available for public use during the following times.

Open every day of the year at 8 a.m. until

10 p.m. in Summer
6 p.m. in Winter
8 p.m. in Spring and Fall

or later as the landowner so desires.

3. Must meet all City ordinances and State and Federal requirements.

4. Public access must:

- a. connect from a City street (or from an adjacent public access which connects to a City street) to State-owned tidelands or waterfront property in cases where tidelands are in ownership other than the state
- b. be at least 10 feet in width
- c. be lighted in non-daylight hours when used by the public
- d. be accessible by wheelchairs
- e. be constructed and maintained to be suitable for access by emergency vehicles
- f. be adequately signed
- g. be restricted to usage by pedestrians, emergency and maintenance vehicles, bicycles and wheelchairs. No other motorized vehicles would be allowed.

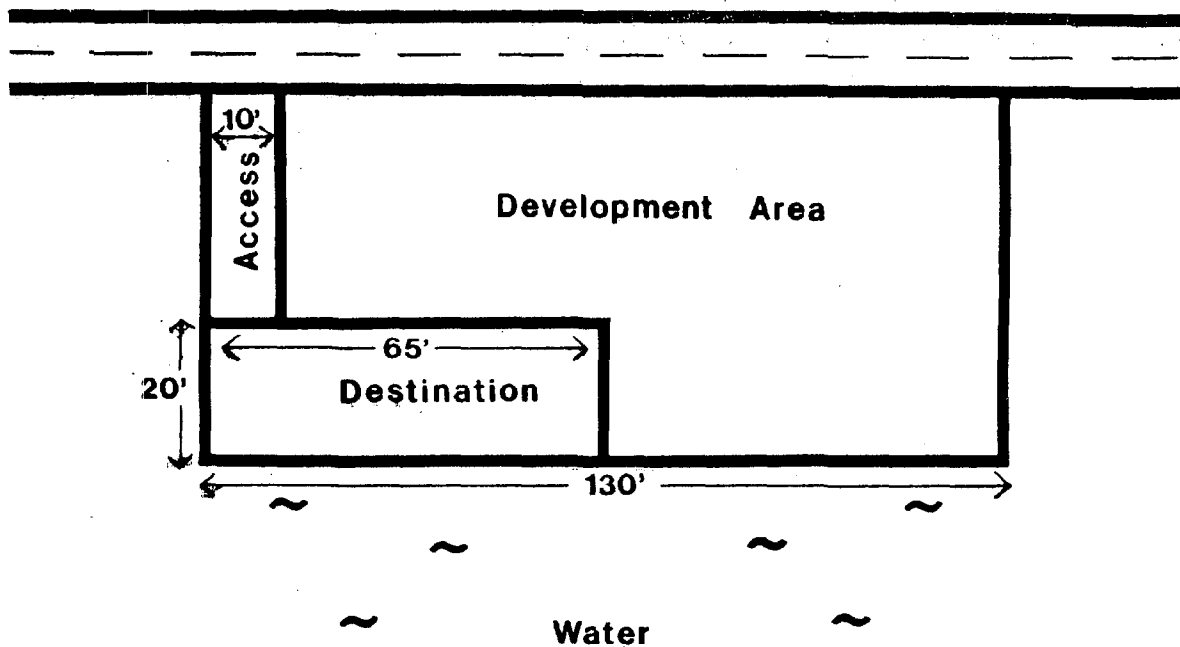
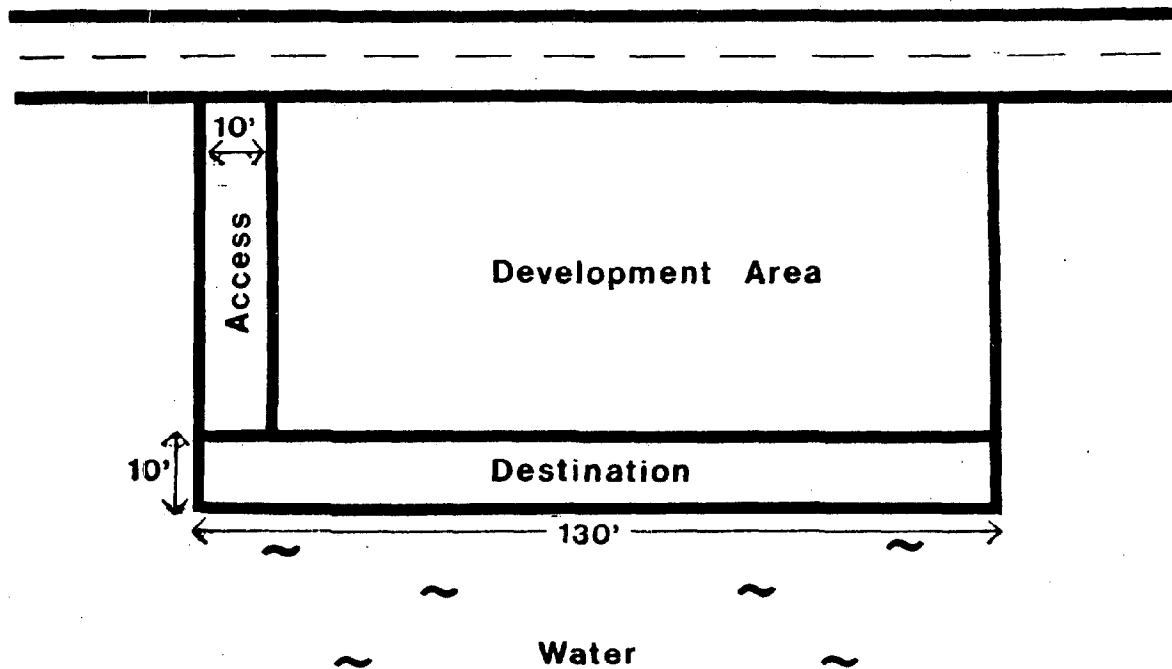
5. Public destination must:

- a. in addition to public access (described in [4] above, provide continuous waterfront access for public for:

either - 10 feet wide for full width of site

or - if not full width of site, configuration must be equivalent in area to 10 feet multiplied by width of site and occupy not less than 50% or width of site and must be contiguous with public access.

Examples of On-site Access



- b. be lighted in non-daylight hours when used by the public
 - c. be accessible by wheelchairs
 - d. be constructed and maintained to be suitable for access by emergency vehicles
 - e. be adequately signed
 - f. be predominately for pedestrian and bicycle access. No motorized vehicles will be permitted except for emergencies, motorized wheelchairs and maintenance vehicles.
 - g. in a commercial or industrial development (including marina) must provide and maintain public restrooms and pay telephones.
 - h. provide garbage containers
 - i. provide facilities for use of area as destination (i.e., benches)
6. The developer must provide one (1) parking space per 500 square feet of access and destination area, with a minimum of three (3) spaces, for the general public for the hours of use of the public areas. This may be in part or whole satisfied by joint use of visitor or customer parking provided for the development.

2. Development of Property

a. Setbacks

All setbacks, as contained in the City Zoning Code, will be measured from the property lines as though the access easement and destination did not exist; EXCEPT that no building, structure, appurtenance or any intrusion will be allowed in the access or destination (except in the case of an underground utility easement).

b. Developer Tradeoffs

- 1) Purchase of additional land for donation to the City for public waterfront access shall be counted toward the total land area on which density of a development is computed, PROVIDED that the on-site density of the development shall not exceed the maximum density allowed under the Zoning Code by more than 30%.
- 2) On-site land donated to the City for public waterfront access shall be counted toward the total land area on which density of a development is computed,

PROVIDED that the density of the development based on the remaining land area shall not exceed the maximum density allowed under the Zoning Code by more than 30%.

- 3) If a developer sells part of his land to the City for public access, at or near fair market value, there shall be no retention of development rights or waiver of the obligation to provide on-site or off-site public access.

3. Police Enforcement

- a. All access and destination areas must be designed to be suitable for all emergency vehicle response.
- b. The Police Department, in cooperation with the Public Works Department (or future Parks Department) shall provide regular police patrol of all existing and new public access areas. A program should be developed to make the public aware, and therefore secure, of the fact that the Police are visible, for both access and destination areas.
- c. Facilities in access and destination areas must be designed to be as vandal-proof as possible. Fencing of public areas is advisable, provided the access and destination areas are opened to the public during the designated public hours.

4. Maintenance

- a. The property owner shall sign and record a restrictive covenant stating that the land owner will be responsible for construction and maintenance of any public access and destination area provided on-site, or for those off-site facilities for which the land owner provides construction and/or maintenance as his contribution toward public access.
- b. Responsibility for maintenance shall include responsibility for both day-to-day maintenance (i.e., garbage pick-up) and repair and major maintenance.
- c. Damaged or worn out facilities, including signage, lighting, trees, shrubbery, benches, garbage cans, pathways, etc. must be repaired or replaced expeditiously.
- d. To mitigate a future financial burden for the landowner, it is suggested that the City establish a long-term maintenance reserve fund for contribution by land owners.

5. Visual and Pedestrian Access

- a. Where adequate right-of-way width or easements exist or are provided along Fjord Drive and Front Street, vehicle pull-offs shall be provided. Parking within these pull-out areas shall be limited to 30 minutes, 24 hours a day, to prevent overnight parking and congestion. They should be signed as observation areas. Garbage cans should be provided, but not special lighting or landscaping.
- b. Sidewalks and separate bicycle pathways should be provided, where physically possible, along the water side of Fjord Drive from southeast City limits to Hostmark Street; along the water side of Front Street from Jensen Way to Lindvig Way; and along Viking Avenue from Lindvig Way to the southwest City limits.

6. Sewage Pump-Out from Boats

- a. With construction of every new marina, or modification of an existing marina, the owner shall provide, permanently maintain and permanently make available for public use, a sewage pump-out station for boats.
- b. Adequate lighted signage at the bay side of the marina must be provided to encourage free public use of this amenity.
- c. Existing marinas with pump-out facilities should be encouraged to appropriately advertise their facility.
- d. One suggestion to encourage public use would be to provide discounted rates for moorage by using the pump-out. There may be other methods of an encouraging but non-legislative nature. Methods of encouragement should take priority over enforcement measures.

7. Parking

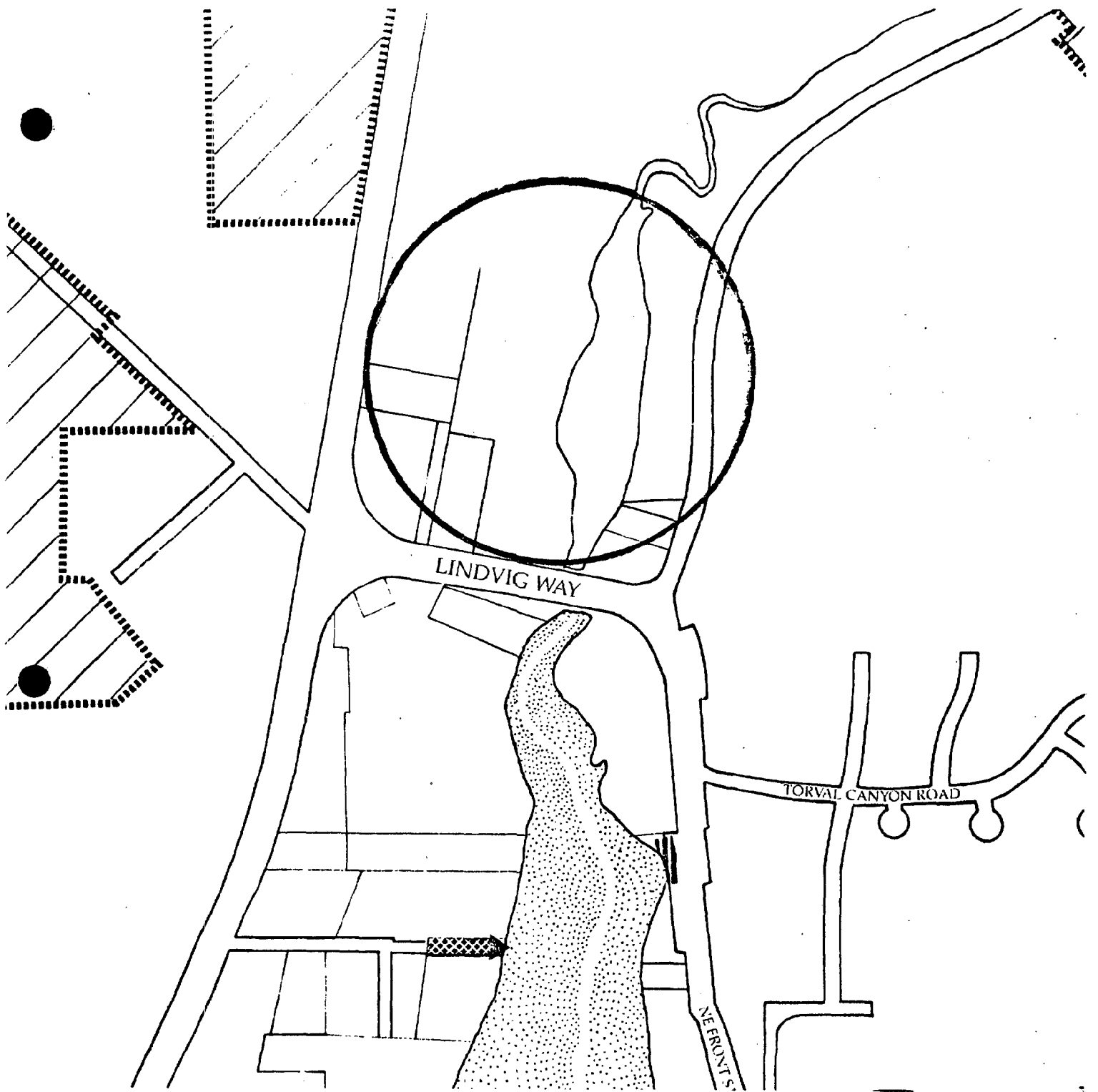
- a. The City Zoning and Construction Codes should be amended to permit joint use of parking facilities on adjacent properties, particularly where the peak times vary. This will maximize available parking at the same time as maximizing land available for landscaping and public use.
- b. Landowners should encourage commercial parking lots to be available for public use at all times, particularly during evenings, weekends and holidays.

8. Swimming

Where public swimming areas are provided they should be appropriately signed, have lifeguards, changing rooms, rest-rooms, emergency telephones, garbage cans and restricted access areas.

9. Plan for Education

The City should develop a plan for educating the citizenry of the greater Poulsbo area and the general public about available public access and destination areas. This should include a public informational guide listing what is available to the public in the way of parks, beach and tideland areas; information on what people are permitted to do in those areas (access only, swimming, clamming, etc.); and information on where parking is available for each site. Some areas, such as the Old Sewage Treatment Plant park, may be listed as "community" parks/beaches, to discourage heavy use by the general public.



A. DOGFISH CREEK ESTUARY

CITY OF POULSBO - WATERFRONT

A. DOGFISH CREEK ESTUARY

GOALS

1. To preserve a passive wildlife conservancy area
2. To utilize the full potential of the natural eco-system, minimizing human physical contact but providing visual access and general public educational opportunities.

BACKGROUND

1. Dogfish Creek is a recognized wildlife habitat for marine and aviary animals.
2. Several groups including:

Marine Science Society
Audubon Society
Ducks Unlimited
Suquamish Indian Tribe
North Kitsap Salmon Chapter
Kitsap County Soil Conservation District

and other groups and citizens are already pursuing the creation of fish enhancement, conservation and creek preservation. Some of these groups have made commitments to provide funds, materials, expertise and/or manpower to effect these objectives.

3. A "Dogfish Creek Enhancement Group" has been formed.
4. Several landowners around Dogfish Creek have expressed a strong interest in donating parts of their land for inclusion as part of the wildlife preserve.

The landowners would like to see the donated land removed as a tax burden but also would like to preserve the development rights on the upland property, calculated on densities that would be possible had the waterfront part of their property not been donated.

5. One landowner has specifically offered to donate some 1-1/2 acres for development of a fish enhancement pond for the North Kitsap Salmon Chapter.
6. The City of Poulsbo legal counsel has advised that the trade-off for donation of land for public purposes in exchange for preservation of development rights is a

recognized and legal vehicle used by other municipalities in the State of Washington, but requires a City policy to this effect.

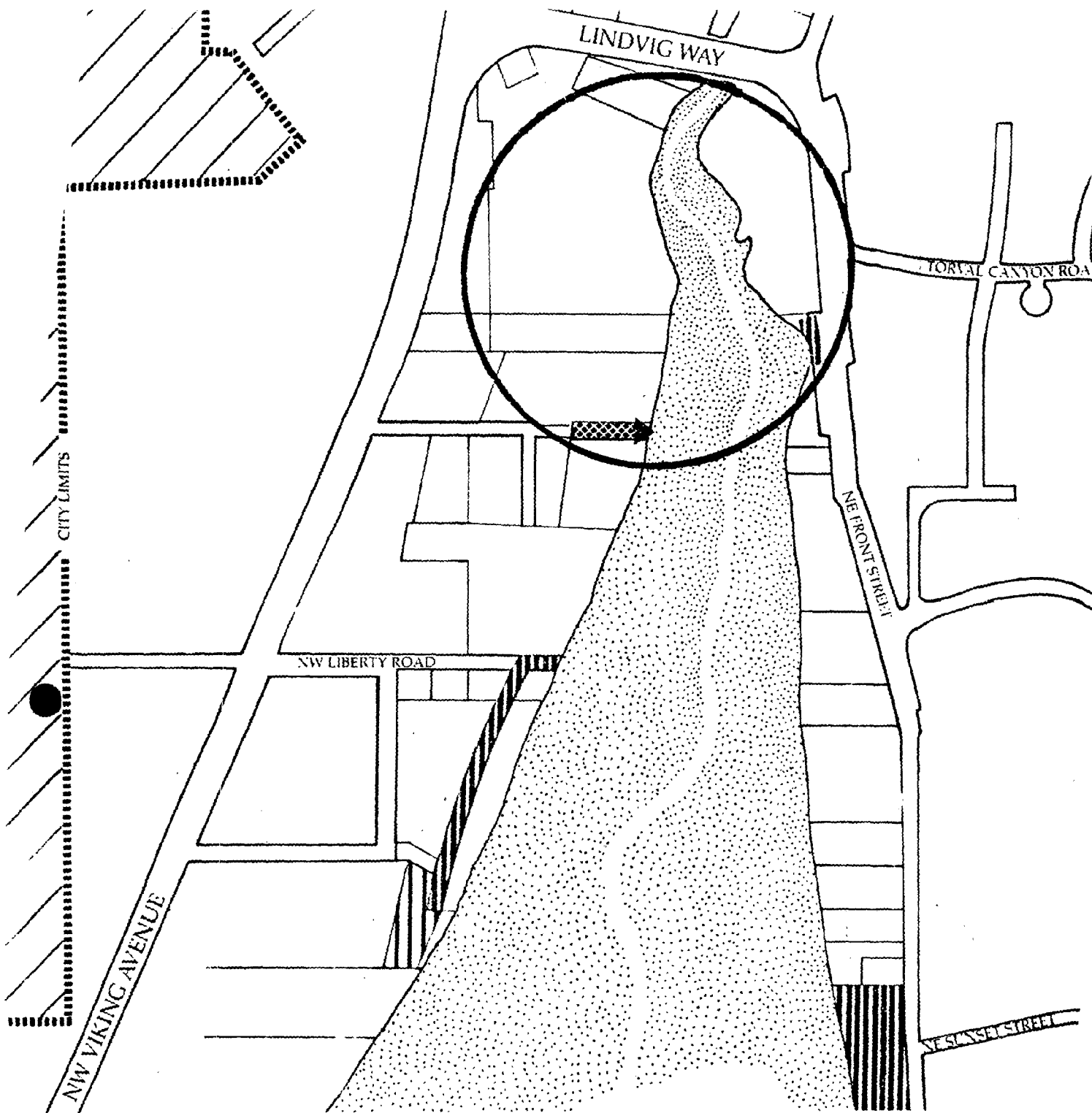
7. There is general agreement that people and development around Dogfish Creek should be restricted in a setback zone. However, setbacks of between 20 feet and 200 feet have been suggested by various sources. (For information, a 200 foot setback would completely negate any development of buildings on the east side of Dogfish Creek.)

RECOMMENDATIONS

1. The City of Poulsbo adopt a policy of accepting donated property for public purposes, removing the donated property from the tax register and enter into an agreement with the landowner that development on the remaining land will be based on densities calculated on the total land parcel. The development rights agreement would be a restrictive covenant on the land and would pass through with any change in ownership of title to the land.
2. Strengthen the 'Dogfish Creek Enhancement Group' with the addition of appropriate City staff. Formalize the Dogfish Creek Enhancement Group by having regular meeting times, minutes and a public input process.

The Dogfish Creek Enhancement Group would establish policies for Dogfish Creek enhancement including, among other items: appropriate setbacks, taking into account location, nature of content of setback, i.e. foliage, wildlife, mature trees, characteristics of estuary, development opportunities for upland area, etc.; pathway systems; observation areas; signage; sources of funding, capital costs and maintenance responsibilities; hours of use.

3. Access would be available only to pedestrians, including disabled people. No bicycles or motorized vehicles would be allowed, except for maintenance and emergency.
4. The City, in cooperation with the Dogfish Creek Enhancement Group, should liaise with the property owners facing Lindvig Way and Viking Avenue for joint use of the commercial parking areas for general parking for visitors to the Dogfish Creek estuary.



B. HEAD OF LIBERTY BAY

CITY OF POULSBO - WATERFRONT

B. HEAD OF LIBERTY BAY

GOALS

1. To beautify one of the most derelict and unattractive parts of Poulsbo's waterfront.
2. To protect the delicate marine life environment and bird sanctuary.
3. To create a destination as part of the City's shoreline access program.
4. to correct the problems caused by the inadequate pipe under Lindvig Way and the artificial dam.

BACKGROUND

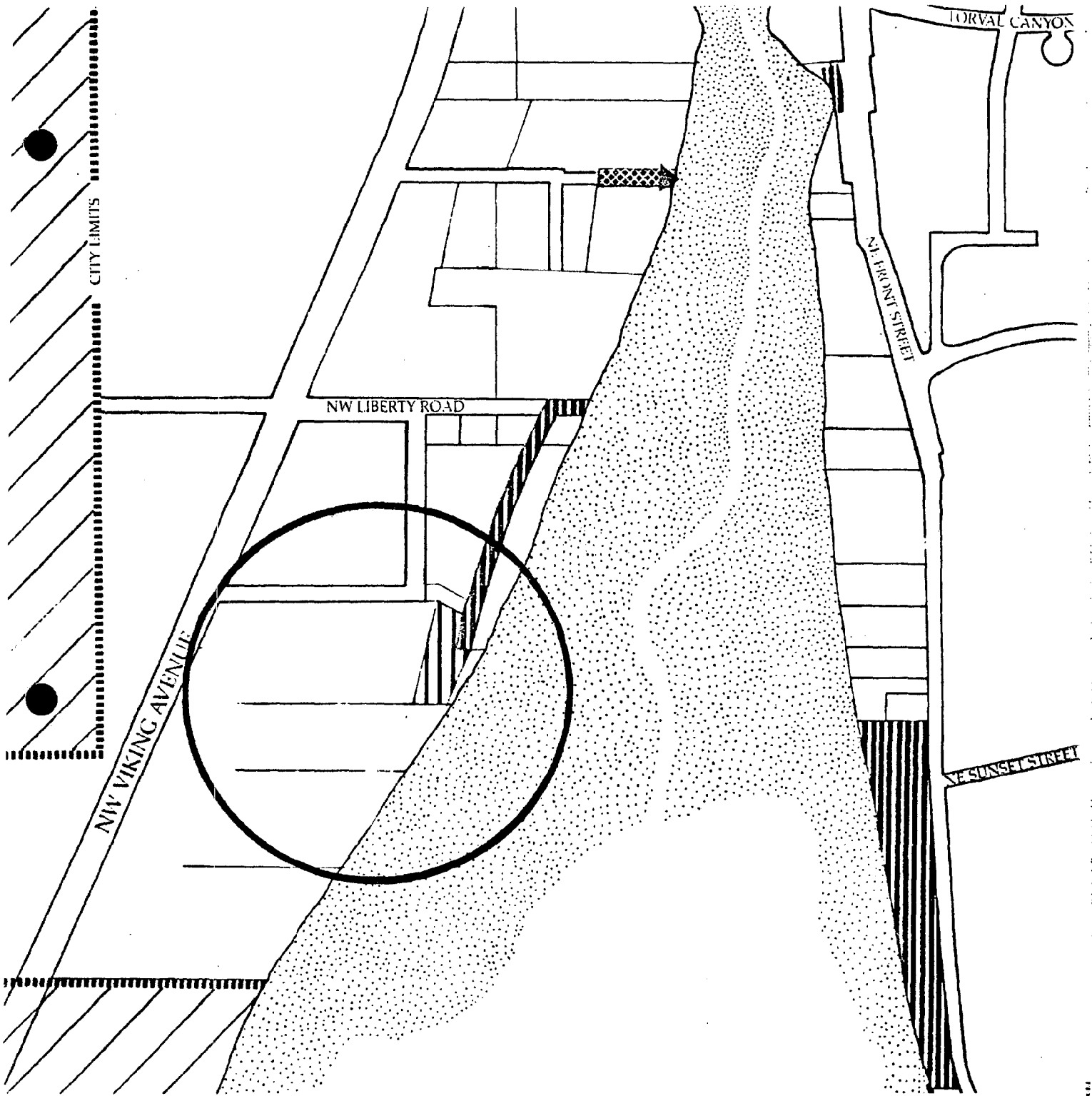
1. Several suggestions have been made by interested citizens. These suggestions include
 - a. A pile supported boardwalk connecting the east and west shores, across the mud flats at the head of Liberty Bay.
 - b. Land fill at head of bay with a public walkway on water side of land fill. The filled land, in private ownership, would have easements for public parking and public access.
 - c. Construction of a public pedestrian underpass of Lindvig Way, to connect Liberty Bay with Dogfish Creek.
 - d. Public/pedestrian pathways at water's edge on easements over private properties.
 - e. A pile-supported pier built over the mud flats to an observation deck in the middle of the head of the bay.
2. The pipe/culvert below Lindvig Way and the artificial dam have, over the years, caused considerable silting up which, consequently, is detrimental to adequate fish migration.

The configuration of the pipe has also apparently caused erosion of actual land on one of the commercial properties at the head of Liberty Bay.

3. A public easement exists across one commercial property at the head of Liberty Bay, but this easement does not connect to Lindvig Way and is, thus, not accessible.

RECOMMENDATIONS

1. The City of Poulsbo should apply to the State of Washington for funds to replace the dam and pipe beneath Lindvig Way with a more open culvert. This could be achieved by substantially widening and heightening the culvert.
2. Explore the feasibility and ecological desirability of extending the open culvert, more as a natural but defined channel, into the head of Liberty Bay.
3. The fill created by forming the extended channel should be landscaped with trees and shrubs, and restricted to pedestrian and disabled person access only. No vehicle parking should be allowed.
4. Build a pile-supported boardwalk leading to a pile-supported observation deck over the mudflats. Pedestrian access from boardwalk and observation deck down onto the mudflats should be prohibited. Educational signs regarding marine and aviary life should be included on the boardwalk and observation area.
5. With regard to recommendations (1) through (4) above, the City should carry out the work in consultation with the Dogfish Creek Enhancement Group and appropriate State and Federal agencies, for any changes contemplated in this area.
6. The City should liaise with the property owners on Lindvig Way for joint use of the commercial parking areas for general parking for visitors to the head of Liberty Bay.
7. The City should build a stairway connecting Lindvig Way to the access easement on the commercial property.



C. WEST SHORE OF LIBERTY BAY

CITY OF POULSBO - WATERFRONT

C. WEST SHORE OF LIBERTY BAY

GOALS

1. To assist in visibly tying the City together by providing visual access from the west side across Liberty Bay to downtown Poulsbo and the east side of the bay generally.
2. To create a waterfront park on the west side of Liberty Bay, where none exists at present, to serve the west side residents and businesses.
3. To develop and utilize the old county road (now in City ownership) and available adjacent properties for provision of public access.
4. To have a destination for pedestrian and bicycle connections from N.W. Viking Way.

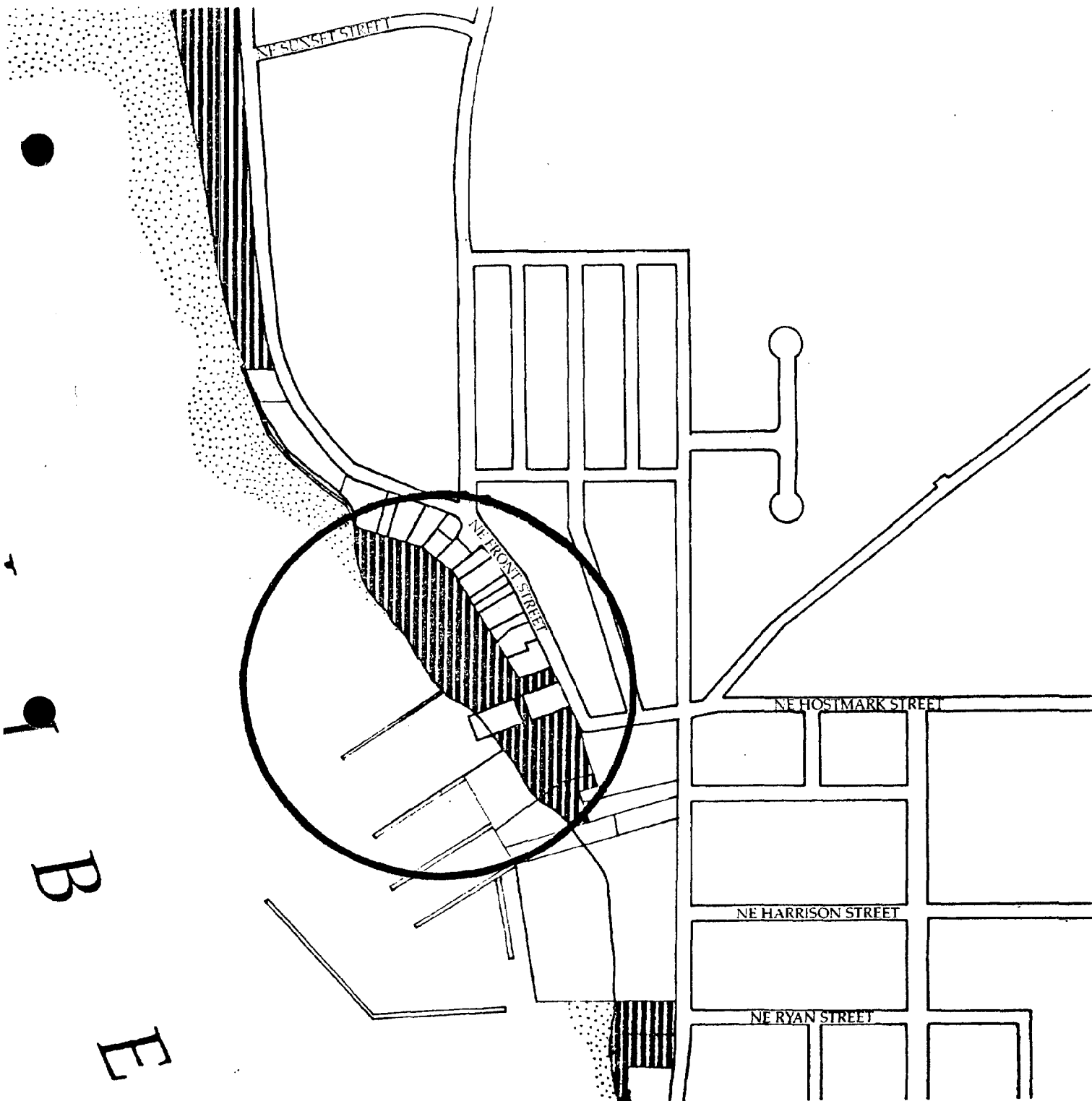
BACKGROUND

1. The west side of Liberty Bay is generally a natural shoreline edge, except for bulkheads and improved beach adjacent to a few single family homes.
2. No parks and no obvious public accesses exist on the west side of Liberty Bay, although several easements exist and the City now owns some of the land which contained the old County road.
3. Two adjacent landowners have offered to sell their respective waterfront lands to the City for development of a passive park. This land is at the south end of the old County road.

RECOMMENDATIONS

1. The City apply to the State of Washington for a grant to purchase the two privately owned properties offered to the City.
2. Upon approval by the State, the City purchase the land, and prepare designs for the development of a small neighborhood passive park and development of the old County road as a pedestrian and disabled pathway. The neighborhood park should contain lighting, picnic tables and benches, landscaping, garbage containers and bicycle stands.

3. The City allocate funds for development of the neighborhood park and pathway in the 1986 budget for development in Spring, 1986.



D. DOWNTOWN POULSBO

CITY OF POULSBO - WATERFRONT

D. DOWNTOWN POULSBO

GOALS

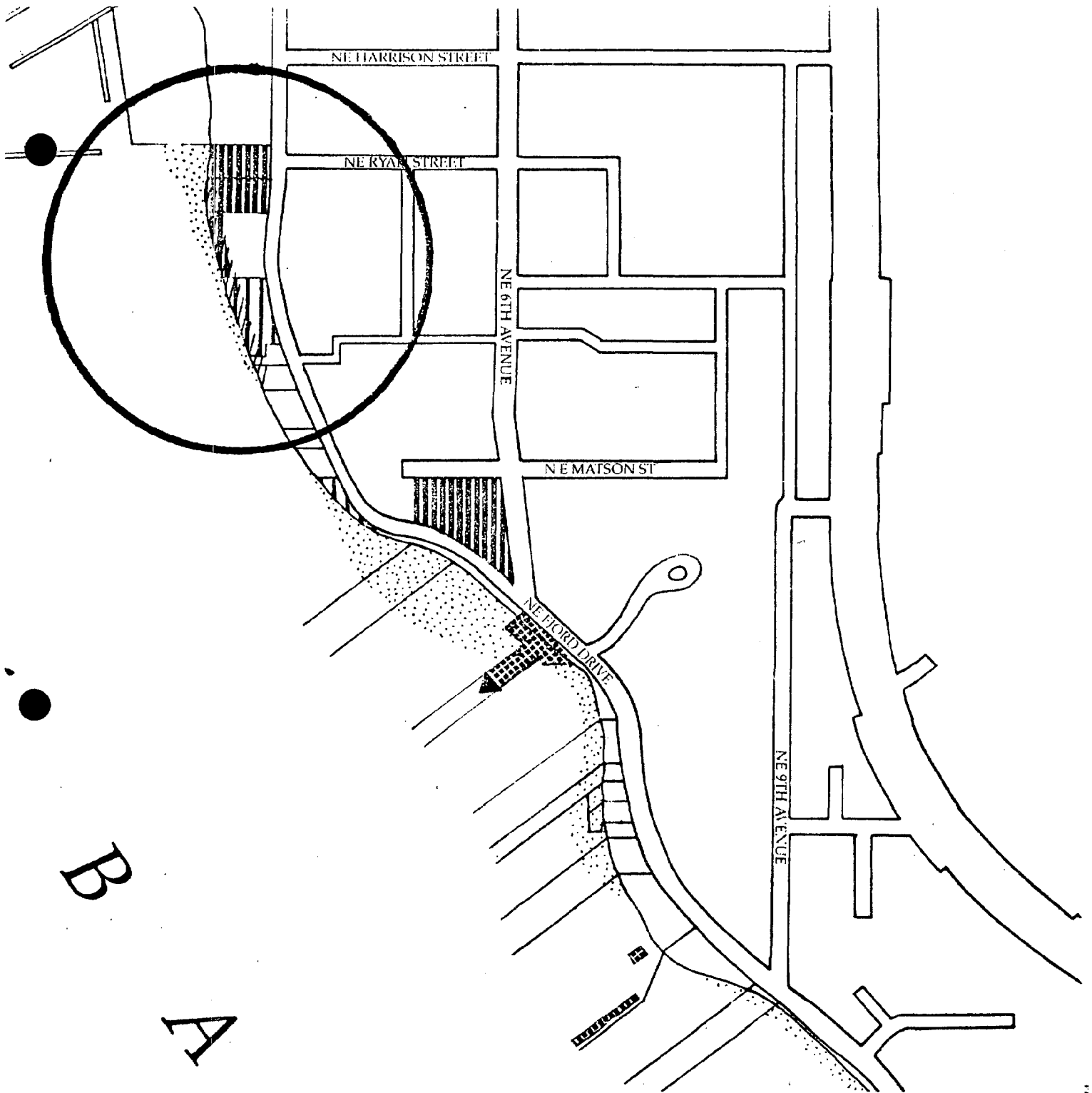
1. To recognize the importance of the economic strength of downtown Poulsbo to the well being of Poulsbo generally.
2. To preserve and enhance the unique characteristics of downtown Poulsbo.
3. To fully utilize the important waterfront amenity in downtown Poulsbo.
4. To assist in unifying downtown Poulsbo as an attractive place for tourists, visitors, boaters and the regional population, to make Poulsbo a leader at a time when other cities and commercial areas are competing for the same market.

BACKGROUND

1. Poulsbo, like many Northwest cities, developed a main street about a block from the water's edge. Over time the 'back' of main street (Front Street) became a service area and parking lot.
2. The grassed/landscaped areas, gazebo and picnic areas of Anderson Parkway are a very attractive amenity in downtown Poulsbo. However, the water's edge remains unfinished, the washrooms and lighting (where available) are subject to vandalism and, south of Anderson Parkway, the valuable resource (the water view) has been given over to parking, garbage area for the marina, and a 'pet' area for boaters' animals.
3. A boat launch is available with negligible back-up for car/trailer parking. This results in cars/boat trailers taking up valuable space for hours, and sometimes days; space that could otherwise be used for customers of the downtown stores and restaurants.
4. The building currently used by the Poulsbo Yacht Club is owned by the City and the lease terminates in 1990. At or before 1990, the Poulsbo Yacht Club intends to build a new clubhouse to their own account at their new marina location along Fjord Drive.

RECOMMENDATIONS

1. The City should build an urban boardwalk along the water's edge with railings, seating, garbage containers and lighting. The City also should install new lighting to replace the existing, which is subject to vandalism. A waterfront theme should be developed and all fixtures (lighting, garbage cans, seating, etc.) be designed in the agreed upon theme and be as vandal resistant as possible.
2. The extensive parking lot should be reconfigured so as to gain land at the water's edge but without loss of parking spaces. Lighting and signage should conform to the waterfront theme.
3. The City should initiate an intensive maintenance schedule in downtown Poulsbo to clean the garbage on a daily schedule in Spring, Summer and Winter, intensifying the schedule during special events weekends, and a maintenance schedule to replace worn out or damaged lighting.
4. The City should search out an alternative location, outside of the downtown area, to relocate the boat launch ramp. If a suitable alternative can be found, then the boat launch ramp should be relocated.
5. The City should start seeking, at an early date, an appropriate community waterfront tenant for the existing building and/or site currently leased by the Poulsbo Yacht Club. The site should not be leased or sold for commercial purposes.



E. NET SHEDS/SEWAGE TREATMENT PLANT

CITY OF POULSBO - WATERFRONT

E. NET SHEDS / SEWAGE TREATMENT PLANT SITE

GOALS

1. To transfer title of the property from the City Utility Fund to the City Parks Fund.
2. To make the area safe for community use.
3. To regenerate unused and hazardous industrial buildings.
4. To develop a designated, safe and supervised swimming area.

BACKGROUND

1. The net sheds and old sewage treatment plant area represent an historic but dilapidated and inaccessible area. Two of the three net sheds are in a hazardous condition.
2. The property is located below one of the highest points on Fjord Drive.
3. From recent tests, the Marine Science Center indicates the coliform count in the waters off the property are substantially within what is considered safe for water contact sports (namely bathing and swimming).
4. A State of Washington grant has been applied for to transfer title of the property from the City Utility Fund to the City Parks Fund.

RECOMMENDATIONS

1. The City should take immediate action to remove two of the net sheds confirmed to be in a hazardous condition. The City should also carry out appropriate 'band-aid' repairs to the third net shed considered worthy of retention and rehabilitation.
2. The City should develop an historic community park in this location, including a designated area for safe, supervised swimming from Memorial Day through Labor Day.

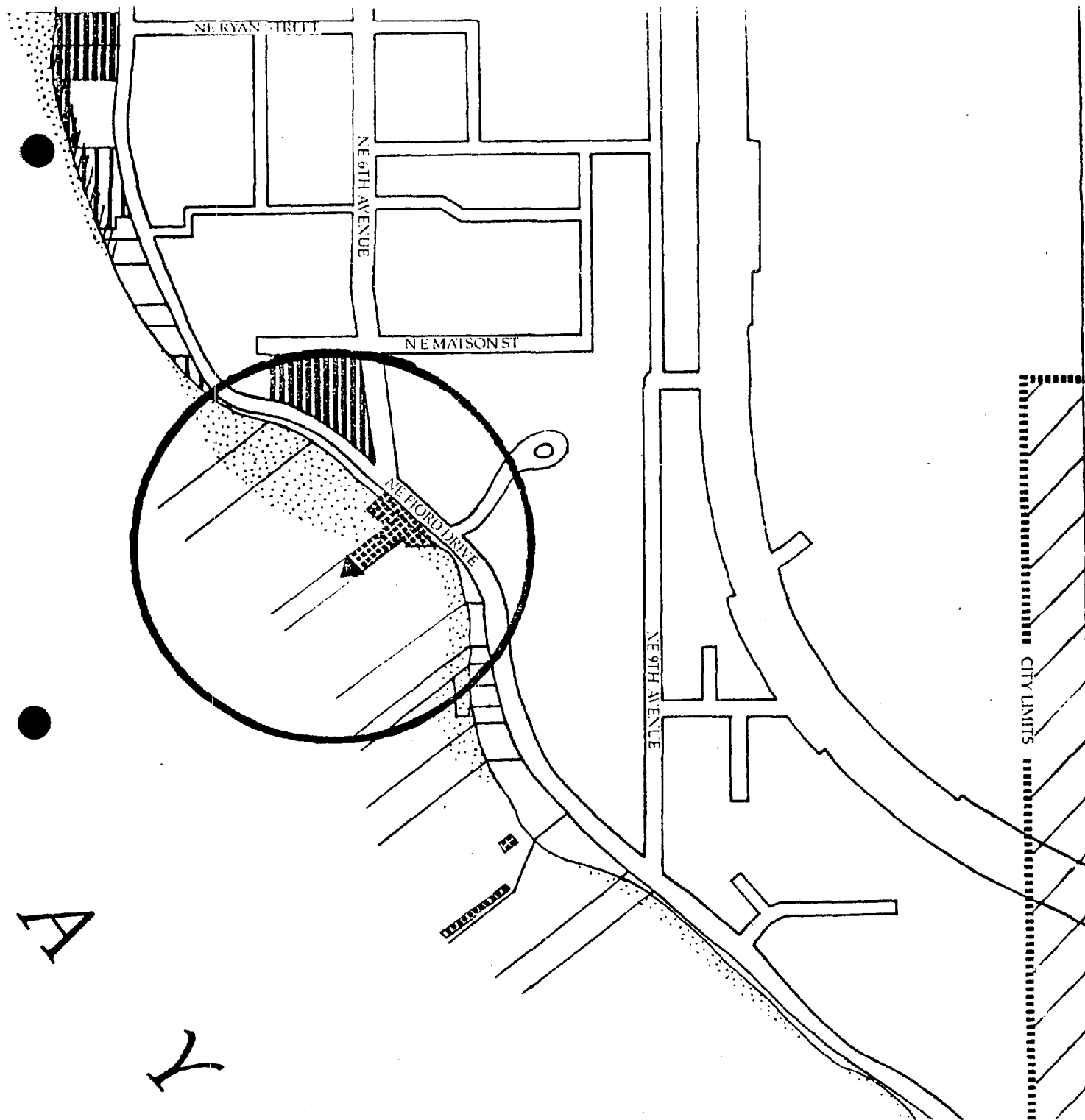
The remaining net shed should be utilized for park and water related activities.

The park is to include lighting, an emergency telephone, grass, landscaping, picnic tables and benches, and rest-

rooms/changing rooms.

Investigate the possibility of removing the top of the sewage tank and converting tank into a fish pond with water fed into it from the existing artesian well.

3. Build a pedestrian access pathway through the sewage treatment plant site connecting with Fjord Drive.
4. Connect the park area to the beach area below the bluff, south of the site.



F. NEW POULSBO YACHT CLUB/OIL DOCK SITE

CITY OF POULSBO - WATERFRONT

F. NEW POULSBO YACHT CLUB / OIL DOCK SITE

GOALS

1. To confirm to the region that Poulsbo is a destination marine oriented community by supporting the development of a refueling dock and related marine supply services.
2. To maximize the benefits of joint development of the Yacht Club / Oil Dock sites through improved parking, service and circulation patterns.
3. To encourage controlled public visual access of the activities of the Yacht Club marina and fueling dock.
4. To minimize the impact of pedestrian and vehicular traffic in residential neighborhoods.

BACKGROUND

1. The Poulsbo Yacht Club wishes to build a new clubhouse on the upland adjacent to their marina. The current plans call for blacktopping and landscaping the remaining upland property so as to maximize the number of parking spaces which will, in turn, under current City zoning procedures, maximize the floor area of the proposed clubhouse.

The current shoreline permit includes a 10 foot wide public access across the property and across the private beach to State-owned tidelands.

2. The owners of the existing oil dock also own the upland property and adjacent property on the east side of Fjord Drive.

The owners plan to install a boat fueling station and accompanying moorage on the existing oil dock, with limited service and parking on the upland property.

The owners also plan to develop a ship's chandlery, boat maintenance and other marine-related facilities on the property east of Fjord Drive.

3. The strip of beach to the north of the Oil Dock property is currently being transferred into ownership of the City. However, access to the strip of beach north of the property can only be accessed from the oil dock site as the bluff between the beach and Fjord Drive is considered to be too ecologically fragile to have steps or a ramp

built on it.

4. The beach to the south of the Poulsbo Yacht Club is in private ownership but a 10 foot wide easement exists across the beach to give access to City-owned tidelands.

RECOMMENDATIONS

1. The City should assist in expediting the approval of the boat fueling dock and associated moorage in order for it to be developed prior to the 1986 boating season. The fuel storage tanks to be sited below ground level.
2. The City to encourage the joint planning of the new Poulsbo Yacht Club uplands development with that of the redevelopment of the oil dock site to:

- a. maximize the available parking for both sites.
- b. make more efficient the truck vehicle servicing of both sites.

with the objective of:

- a. minimizing the number of vehicle turn-offs from Fjord Drive; and
 - b. maximizing the land available for landscaping and public access.
3. Public access should be provided across the new Poulsbo Yacht Club site to the publicly owned tidelands.
 4. A public destination should be provided on either the new Poulsbo Yacht Club and/or the redeveloped Oil Dock site, for view access only of the marinas and refueling dock.
 5. Public access should be provided across the Oil Dock site to the beach area north of the Oil Dock site.

APPENDIX A

Notes of Property Owner Meetings

CITY OF POULSBO



POST OFFICE BOX 98
POULSBO, WASHINGTON 98370

TELEPHONE 779-3901

March 11, 1985
Marine Science Center

Present: David Bowden
Barbara Felver

Randy Hatch, Suquamish Tribe
Paul Dorn, Suquamish Tribe
Jim Kolb, Director, Marine Science Center
Darryl Elves, Marine Science Center
DeeAnn Kirkpatrick, Marine Science Center

1. The tribe is interested in fish enhancement in Dogfish Creek. Problems exist with the quality of the bay, and sewage disposal from boats.
2. There are no teeth in the sewage pump-out regulations; the City should firm these up, perhaps tax live-aboards.
3. Problems with restoration of Dogfish Creek: siltation, stripping of trees, cows. Flow rates must be protected. As development occurs, the groundwater table drops and stream flow is affected.
4. A 200' wide buffer should be maintained around the creek.
5. There is a need for creative parks - active, not passive.
6. Jim suggested a "String of Pearls" approach: boardwalks and pathways connecting several destinations along waterfront, with educational signage along the way. Perhaps a boardwalk into town past the sewage treatment plant, to the existing yacht club.
7. Parking must be addressed in the plan.

CITY OF POULSBO



POST OFFICE BOX 98
POULSBO, WASHINGTON 98370

TELEPHONE 779-3901

April 26, 1985
Viking House Coffee Shop

Present: David Bowden
Karen Hlinka
Barbara Felver

Don Pearson, Oil Dock Site
Signe Pearson, Oil Dock Site
Chuck Lowry, Yacht Club
Tom Henderson, Yacht Club architect

1. The Pearsons plan to install a boat fueling station with accompanying moorage, and to use uplands building for a ship's chandlery, boat maintenance, other related marine uses.
2. The Yacht Club plans to build a new clubhouse next to their marina; no restaurant, just meeting rooms.
3. Parking should be shared to maximize the space available for landscaping and aesthetics.
4. Ingress and egress should be coordinated for both sites.
5. The Yacht Club was required to dedicated public access at the southern end of the site. This is heavily used, and the club has found no problems with public use of the beach area.
6. The Pearsons have considered purchasing the strip of beach to the north, which is accessed only by the oil dock site. This could be a very good area for public waterfront use.
7. More public access could be provided on the bank, with a cutback in parking; picnic tables, perhaps.
8. Controlled public access could be provided near the fuel dock/marina, to provide people with an area for watching the commercial and marina activity.
9. Development of both sites should be coordinated architecturally and color-wise (perhaps Cape Cod), to make the area a really attractive destination.

CITY OF POULSBO



POST OFFICE BOX 98
POULSBO, WASHINGTON 98370

TELEPHONE 779-3901

May 15, 1985 Viking House Coffee Shop

Present: David Bowden
Barbara Felver

Bjarne Rindal, Poulsbo Investment Co.
Leif Ness, Poulsbo Investment Co.
Martin Anderson, Poulsbo Investment Co.
Rudie Iverson, Poulsbo Investment Co.
Dick Oldemar, Active Retirement Center
Malcolm Campbell, Active Retirement Center architect
Bud Bushnell
Chakhorn Phisuthiku, park site

1. The Poulsbo Investment Co. expects their property to be developed for multi-family use. They would not develop this themselves, but wish to set up the property for sale.
2. Bud Bushnell is proposing a commercial rezone for the west half of his property, with retail uses next to the highway and a business park toward the east. He has no plans for the eastern half (approx. 300') which is vacant now; although he anticipates some type of multi-family. He is interested in combining a portion of that, on the waterfront, with Chakhorn's for a City park.
3. Chakhorn has about 130' of waterfront. He could fit a four-plex on it, but would prefer to sell it for a City park. He offered it to the City last year, but negotiations stopped with the political turmoil. The Park Commission found the site feasible for a park.
4. Dick Oldemar is proposing a 100-plus unit active retirement center.
5. A system of credits should be established to permit developers to exceed City standards, such as for density, in return for purchasing waterfront access property, donating it or selling it for \$1/year or so, or funding improvements. The Ebel Annexation area should be considered as an entity; all development in this area could be geared around improvement of the Chakhorn/Bushnell properties as a park.

6. Parking should be shared among the properties, taking into account weekday and weekend uses. Allowance should be made for compact cars. Developers could be allowed to put in limited parking, with land held in reserve for additional parking as needed.
7. The City should have landscaping standards, particularly for parking lots.
8. Waterfront access might be provided via Fairview Road, which is a County road approx. 100' south of City limits.
9. Security will be important for the active retirement center. In return for not providing on-site public access, some contribution toward off-site access might be made.
10. While the density of the proposed active retirement center is approximately 30 units per acre, double the maximum allowed under City standards, the layout of the buildings on the site is more important in terms of impact to the area. Provision of off-site space could be considered to bring down the overall density of the project.

CITY OF POULSBO



POST OFFICE BOX 98
POULSBO, WASHINGTON 98370

TELEPHONE 779-3901

May 15, 1985
Viking House Coffee Shop

Present: David Bowden
Barbara Felver

Ty Tytler, JRO Plaza
Jim Olson, Poulsbo Lumber
Jim Nelson, large northwestern parcel
Morris Alness, property south of Poulsbo Lumber
Bill Austin, sign company and site south of Alness'

1. Ty Tytler's shoreline permit has elapsed. He does not plan to propose anything new until the Liberty Bay Square site is developed.
2. Jim Nelson's property includes two commercial buildings on the north end, two houses, a barn, a shop and storage building. He is hanging onto the property to see if his children will want it for anything. He has considered a mobile home park, but is adamant about leaving the waterfront land untouched. He would not grant an easement for public access.
3. Morris Alness has about 100' of waterfront, with nothing on the site. He would like to sell.
4. Bill Austin would like to put some type of residential use on his property south of Morris', and is very interested in providing public access along the beach. The property is for sale.
5. Jim Olson is not interested in any type of public access on Poulsbo Lumber property for security reasons, and stated that the site is fully used. He would not object to a boardwalk along the water side, provided adequate security were provided.
6. Ty explained that Fisheries liked the damming of the head of the bay, but that it has caused siltation problems; also, the culvert shoots water at Poulsbo Lumber, and is continually eroding the site.

7. Bill suggested filling in at the head of the bay, either with extension of the culvert or installation of a river. This area would make an excellent public park, and would provide more area for parking for the Austin Sign Co., allowing Bill to expand usage of his building. This also would solve Poulsbo Lumber's erosion problem.
8. A boardwalk could be extended from this park, along Morris' property to Bill's other property for beach access; also, along Jim Nelson's property to beach areas in front of the Hidden Cove and Windsong Apartments.

CITY OF POULSBO



POST OFFICE BOX 98
POULSBO, WASHINGTON 98370

TELEPHONE 779-3901

May 20, 1985
Pete Wood's Condominium

Present: David Bowden
Barbara Felver

Pete Wood, Norskliff developer

1. Pete plans to install four levels of building, including condos, motel space and a restaurant at either the top or the bottom level. He has considered moorage for houseboats, although the bay might not be deep enough there.
2. The original plans called for three tie-ins to the causeway, with an elevator for public access from Front Street. One tie-in should be enough.
3. Retail space is probably not feasible for this site, given the location, the market and the fact that quite a bit of space is available downtown.
4. Parking is the hold-up now. Pete would like to propose to the City that he purchase the entire Alyea/Teien lot, in order to provide half private and half public parking. The City could use the LID money allocated for purchase and development of the lot (est. \$400,000) for construction of two levels of parking on the northeast (Teien) portion of the lot. Provision of privately owned security parking is mandatory in order to attain financing for the condos.

CITY OF POULSBO



POST OFFICE BOX 98
POULSBO, WASHINGTON 98370

TELEPHONE 779-3901

May 30, 1985 Viking House Coffee Shop

Present: David Bowden
Barbara Felver
Herb Armstrong

Sharon McKenzie, Quadrant Corporation; property owner
Stan Brand, Brand Dental Clinic; property owner
North Kitsap Salmon Chapter
Dogfish Creek Enhancement Cooperative

Al Cook, property owner
Dorothy Holm, property owner
Bill Austin, property owner
Dr. Glen Gordon, property owner

Linda Bausner, Kitsap County Audubon Society
Wallace Mackie, Kitsap County Conservation District
Susan Groves, Kitsap County Audubon Society
Spike Armstrong, Ducks Unlimited
Mike Bonoff, Suquamish Tribe
Darryl Elves, Marine Science Center

1. Quadrant wishes to sell or build to suit. Their shoreline permit for the 12-acre site has elapsed. One condition of permit issuance was a 100' conservancy strip and a retention pond.
2. Dr. Gordon did not wish to discuss plans for his property at this time. He wishes to find out whether he can live with the philosophy being developed for the plan and whether some trade-offs can be arranged for property development and dedication of public property along the creek. If so, he would be interested in donating 3-4 acres to the City. He is very concerned about protection of fish in the creek.
3. Al Cook has about three acres, including probably 500' along the creek. He would like to donate land to the City, but wishes to have less than a 200' setback from the creek. He feels his setback could be combined with a greenbelt area.

4. Audrey Edmonds has talked with the North Kitsap Salmon Chapter about donating an acre and a half for a children's fishing pond. The Salmon Chapter has money available for development of such a pond. The site is a good one, and the pond would have minimal impact on the area. About 1,000 gallons per minute pass by there. The area is marshy and has several springs. It used to be in pasture.
5. Dorothy Holm had no comments.
6. Dr. Brand wants as much wildlife refuge area as possible; keeping gazebos, etc. away from the creek; plus educational opportunities for the public.
7. The Marine Science Center is interested in a 200' optimum buffer (total both sides) along the creek; 100' is a compromise. The important thing is to protect the watershed. Livestock access along the creek should be kept to a minimum. Septic systems should be kept 100' back from the creek. Stream flow of 6-7 cubic feet per second is a minimum for salmon survival.
8. Most people attending the meeting agreed that there would be no problem with limited public access to the creek; however, it should be restricted to specific access points where educational information could be provided. The focus should be on education, not picnic areas.
9. Audubon is looking for a new project; they would be interested in building pathways and doing some educational placques.
10. Dogs and motorcycles should not be permitted in the public access areas along the estuary and creek.
11. The City should investigate the legal possibilities of establishing tradeoffs; ex., trading donation of public areas for future development rights. It might be possible to set up a system of alternatives, rather than outright rights.
12. The Soil Conservation District has been planting 3,000 trees and looking at other creek protection measures in other areas.
13. Bill Austin would be willing to donate part of his property. He discussed the variety of sea life which can be seen going upstream: octopi, swans, salmon spawning. Bill would like to fill in at the head of the bay. Barbara Felver reviewed her discussion with Phil Kauslorik of the Fisheries Department in regard to this.

Basically: infilling is looked at critically, particularly if for parking. A number of federal and state agencies get involved, and have strict standards. Fisheries has limits on the amount of intertidal fill which would be allowed. Addi-

tionally: riprap projects are viewed very critically by Fisheries now; most applications have been denied, or mitigating measures are required for stream banks. Waterfront-dependent activities are preferred. We must retain an adequate transportation corridor for the fish. We should discuss enhancement of public access via aesthetic enhancement of the shoreline. Three main criteria for approval:

--The need must be demonstrated.

--It must be shown that the method we have chosen for meeting this need has the least negative impact of the possible alternatives, in terms of loss of aquatic habitat.

--Measures must be taken to mitigate any negative impacts.

Stan Brand noted that the Dogfish Creek Enhancement Cooperative, Trout Unlimited and Ducks Unlimited favor Bill's proposal. The Suquamish Tribe does not.

14. The damming of the creek and associated culvert have had a detrimental effect. Herb and most present are interested in opening that up again, replacing it with a bridge or open culvert. The original bridge worked better, but wasn't cost-effective. Possible opportunity for under-road public access between Austin and estuary. Herb commented that a pedestrian access tube might run about \$75,000.

CITY OF POULSBO



POST OFFICE BOX 98
POULSBO, WASHINGTON 98370

TELEPHONE 779-3901

July 16, 1985
City Council Chambers

Present: Larry Stockton
Barbara Felver

Approximately 15 people attended; no sign-ins
Don Pearson, Oil Dock Site
Signe Pearson, Oil Dock Site
John Stephenson, Yacht Club
Tom Henderson, Yacht Club
Mrs. Tom Henderson, Yacht Club
Representative of Coast Oyster Company
Sverre Nordnes
Rod Kennedy
Mrs. Rod Kennedy
William E. Simonsen
Mike Winters, Shorewood
Colleen Winters, Shorewood

1. Larry Stockton explained that the purpose of the meeting is to solicit ideas from those owning waterfront property from the Pearson oil dock site south to the Coast Oyster Company, on how to meet the City's objectives in the waterfront plan, in that area.
2. The Winterses said the area should be removed completely from the plan, and that visible access of the waterfront from Fjord Drive is sufficient to satisfy the intent of state law.
3. The Coast Oyster representative asked about what the public would be allowed to do, given access to the tidelands; and commented that some 18-20 years ago the state decertified the tidelands in the area of the oyster plant, declaring shellfish from that area unsafe to eat.
4. John Stephenson, Poulsbo Yacht Club commodore, asked about David Bowden's role in the plan and the bases for developing the plan, and presented a letter inviting Bowden and/or City representatives to attend the Yacht Club board's September

meeting to discuss the plans.

5. Stephenson explained that the club's primary concern is with security, which was highlighted with the arson fire which destroyed the gate house on that property last year. He stated the club would like to balance its opportunities with the City's goals, and with what the club can afford to fund and maintain. He supports the overall concept of the plan, but believes the Yacht Club could get caught between the neighbors and the concept of public access/use.
6. There was discussion of the idea of placing picnic tables along the waterfront on the Yacht Club property. Felver explained that the idea evolved from an earlier meeting with Yacht Club representatives and the Pearsons, in which it was discussed that the parking areas should be combined to limit the amount of asphalted area and maximize on park-like area; and that room might be made for picnic facilities. Yacht Club representatives expressed great resistance to the idea of installing picnic tables because of the cost and increased public use, and stated they believe the City should place any picnic tables across Fjord Drive at Lions Park.
7. Nordnes, Simonsen and Kennedy all expressed a desire to maintain their beaches for private use only, and discussed signage. Stockton explained that the plan is not designed to impose public access onto their land.
8. Questions were raised about the status of the Pearsons' plans to install a boat fueling station. Stockton explained they are going through the permit process, and that their plans would be reviewed in light of the waterfront plan.
9. Coast Oyster concerns are with trespass, the potential for pollution, and the fact that some areas are not suitable for public access.
10. Mrs. Henderson stated she believes the City already has ample provision for public access through the Yacht Club property now.
11. Regarding signage: Stephenson stated a need does exist for clarification through signage of where the public can go, what they can do there and liability. The Winterses stated they and other Shorewood residents do not wish to clarify public and private areas through signage, as they feel the signs would only tend to draw more attention, and therefore more public usage, to their area. Mrs. Winters stated wooden decorator signs along Fjord Drive might be appropriate. Stephenson stated any signage should be very small, and there only to clarify questions about the legality of public presence on property; not large enough to draw more people.
12. Mr. Kennedy stated cars are parked in posted no-parking

areas along Fjord Drive, and that enforcing the restriction would eliminate a lot of public access in private beach areas.

13. Mrs. Winters stated that visual access should be stressed through limiting building height along the shoreline.
14. Stockton stated that the current draft plan would be revised to reflect public input, although it would not be formalized; and that the City would meet with both the Yacht Club board of directors and the Shorewood homeowners' associate (if formed in time) prior to finalizing the portion of the plan affecting that area.

APPENDIX B

Notes of Community Workshops

CITY OF POULSBO



POST OFFICE BOX 98
POULSBO, WASHINGTON 98370

TELEPHONE 779-3901

WATERFRONT PLAN

First Community Meeting
Monday, May 6, 1985
Marine Science Center

Staff: David Bowden
Barbara Felver

Community: Marilyn Anderson
Don Pearson
Signe Pearson
Jim Kolb, Marine Science Center Director
Amy Nelson Bristow, Kitsap County Herald
Patricia Henderson
Tom Henderson, Poulsbo Yacht Club architect
Chuck Lowrey, Poulsbo Yacht Club
Virginia Valega, Poulsbo Yacht Club
Thomas R. Valega, Poulsbo Yacht Club
Charlie Morgan, Planning Commission
Berle Heins, Planning Commission
Lee Shelton

INTRODUCTION

David presented the slide show of Poulsbo's three-mile waterfront. He explained the focus of the plan: land usage and public access; and emphasized that the plan needs to come from the community in order to be successful, and that implementation will occur over several years. He discussed the differences between usable and non-usable public access. David explained that he and City staff have begun meeting with property owners, and that plans for the following are afoot:

- An active retirement center on the southwest side of the bay, in the Ebel Annexation area.
- A clubhouse on the Poulsbo Yacht Club marina property. The yacht club recently purchased the Edmonds Yacht Club property.
- The Pearsons wish to install a boat fueling station, moorage and an upland ship's chandlery on the old oil dock site.

IDEAS GENERATED/DISCUSSED

1. Combine parking wherever possible, to maximize the amount of waterfront available for aesthetic, recreational and appropriate productive uses. This is appropriate for the Yacht Club/Pearson properties, and perhaps for the Liberty Bay Marina and Coast Oyster Company properties. Parking in general should be addressed in the plan.
2. Poulsbo needs to develop its potential as a year-round marina destination, not just a summer tourist attraction.
3. A boardwalk might be built across the head of the bay, to connect pedestrian-oriented activities. Perhaps developers of shoreline properties could contribute toward the cost.
4. Pedestrian access might be provided under Lindvig Way at the head of the bay, to connect the Liberty Bay Square site with the Austin Sign Company/Poulsbo Lumber properties.
5. The west side of the bay should remain in a natural state. It has a lot of potential for a passive park with jogging paths, educational signs (perhaps done by Marine Science Center students), picnic tables, etc.
6. Signage is needed along the highways to let people know what Poulsbo has.
7. Sidewalks are needed along Fjord Drive to encourage pedestrian access to the shorelines. Public access should be permitted along most of the beach there.
8. Access points to the shore should be identified, and inexpensive pathways provided, with signage.
9. The downtown should somehow be turned back toward the water.
10. Swimming areas should be provided for, perhaps with a raft. Liberty Bay is of excellent quality for swimming, according to Marine Science Center test results.
11. More marinas and moorage areas might be planned for, provided attendant adverse impacts can be dealt with: primarily disposition of sewage, and toxic boat paints.
12. The plan should include clear language spelling out whose responsibility it will be for construction and maintenance of public access facilities on private property, hours public access should be permitted, provision for lighting and other safety features, and liability.
13. Wheelchair access should be provided to the boardwalks and beaches.

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CITY OF POULSBO



POST OFFICE BOX 98
POULSBO, WASHINGTON 98370

TELEPHONE 779-3901

WATERFRONT PLAN

Second Community Meeting
Thursday, May 28, 1985
Marine Science Center

Staff: David Bowden
Barbara Felver
Larry Stockton

Community: Approximately 40 in attendance; not all signed in
Roland Anderson
Dick Prine, Park Commission Chairman
E.J. (Manny) Xenos
John Xenos
Juanita Thorpe Keys, NK Senior Citizens
Queenie M. Hudgens, NK Senior Citizens
Al Cook
Barry B. Babcock, Planning Commission
Berle Heins, Planning Commission Chairman
Bob Hawkinson
Chris Endresen, Councilman
M. Irene Haugen
Mike Hansen
Jean Hansen
Bruce A. Reikow
Colleen L. Winters
Michael R. Winters, Councilman
Frank Raab, Councilman
Jim Nelson
Berniece Nelson
Martin Anderson
Leif Ness
Rudie Iverson
Bjarne Rindal
Dick Oldemar
Don Anderson
Sally Anderson
Jim Kolb, Marine Science Center
Earl Miller
Sam Clarke Jr.
Judy Morgan

INTRODUCTION

David and Barbara presented a brief history of the process to date, including ideas generated at the first workshop. David introduced a map keying in on eight areas:

- A - Dogfish Creek & estuary
- B - Head of the bay
- C - Ebel Annexation area
- D - Norskliff
- E - Downtown, north of Viking House
- F - Net sheds and old sewage treatment plant
- G - Strip of beach north of Pearson property
- H - Poulsbo Yacht Club marina and Pearson properties

David presented the slide show. He explained that property suitable for public access need not be publicly owned, and that public access can be done to please both the community and property owners. He presented a couple suggested opportunities:

- Perhaps the Norskliff developer could repair the existing boardwalk and install lighting.
- The southern end of the parkway downtown drifts off. This could be altered to entice people to the waterfront.

IDEAS GENERATED/DISCUSSED

1. Jim Kolb reviewed the ecology of the bay and Dogfish Creek. The idea of filling in must be reviewed very carefully in terms of this.
2. Ed Shields would like the police impact of public access (re: security) to be investigated.
3. Sewage disposal must be dealt with. More pumpout facilities are needed. David explained that all new boats must have facilities; however, there is no enforcement backup. Provision should be made for more pumpout facilities which are free, clearly identified and well maintained.
4. Live-aboards have proven beneficial for marina security. Reasonably inexpensive hookup systems are on the market for live-aboards.
5. The bay does not flush well; approx. 5% turnover per day.
6. Chris Endresen would like to see the downtown area be made a priority. Traffic should be directed into the downtown area, not along Fjord Drive. David suggested the downtown area can be improved with lighting, etc. He does not see the Pearsons' proposed ship's chandlery as a substantial traffic draw; the emphasis will remain downtown.

7. Frank Raab addressed park maintenance funding. Basically, the City's budget cannot handle more, and vandalism to existing park facilities has been extremely costly. The Council enacted a 1/4% real estate excise tax, which must be used for capital improvements. He estimated that perhaps half of the revenue generated will go toward park facilities.
8. Judy Morgan is concerned that no more traffic be generated until existing problems can be cleared up. A boardwalk located away from public visibility encourages vandalism.
9. There was considerable discussion of maintenance during festivals. David commented that it is impossible to design facilities and plan for utmost maintenance during peak use. Earl Miller commented that there are better ways to plan for maintenance during festivals.
10. Roland Anderson noted that lighting was originally installed with the parkway improvements, but that the City could not afford to replace it when it was vandalized.
11. David discussed the Gene Coulon Park in Renton. It is self-sustaining through concessions, boat launchings, Ivars and parking fees.
12. There was considerable discussion of placing an emphasis on maintenance of existing facilities rather than new construction. However, it was pointed out that timing is critical because of proposed waterfront development. The City must not lose the opportunity to do tradeoffs while we have a handle via approval of developments.
13. Dick Prine suggested the City might have a good chance of passing a park levy or bond issue.
14. Larry Stockton discussed the possibility of transfer of development rights as tradeoffs for park donation. He stated this could be done on a limited basis.
15. Waterfront parking must take into consideration boat trailer parking. Earl Miller suggested moving the launch ramp out of the downtown area to alleviate parking. Ed Shields suggested that better sites exist toward the south for private boat launching and for commercial launching of land-stored boats. There was some discussion of the viability of land storage in Poulsbo; essentially, it would not be cost-effective on available land within the City.
16. There was considerable discussion of turning the downtown emphasis toward the water.

POST-MEETING COMMENTS:

17. Fjord Drive could be protected from slippage via a bulkhead.

18. The City could bring in extra revenue by setting out marine buoys. We could limit the number and set the configuration of how boats should moor in the bay, close to the marina. Boaters would not be allowed to moor between them. They look great, and most boaters are used to them and like using them. The State removes them (an easy process) during low peaks. Such a buoy is made up of a 1' to 18" spindle tied to a mostly underwater tire, chained to a permanent concrete anchor. The Tapper firm in Vancouver, B.C. makes them.
19. An incentive program could be set up to intice usage of boat pump-outs. Suggestions are to provide lowered rates for moorage at the above-described bouys, for boaters who use the pump-out at the time they pay; or to offer coupons for merchandise when the pumpouts are used.

CITY OF POULSBO



POST OFFICE BOX 98
POULSBO, WASHINGTON 98370

TELEPHONE 779-3901

WATERFRONT PLAN

Third Community Meeting
Thursday, June 13, 1985
Marine Science Center

Staff: David Bowden
Barbara Felver
Larry Stockton

Community: Lee Shelton
Roland Anderson
Alan R. Holm
Dorothy Holm
Audrey Edmonds
Mabel Raab
Frank Raab, Council Member
S.W. Bushnell
Chris Endresen, Council Member
Bill Austin
Bob Nordnes
Juanita Thorpe Keys
Queenie M. Hudgens
Irene Haugen
Bob Hawkinson
Rangvald "Mr. K" Kvelstad, Parks Commission
Pat Moris
Amory L. Cook
Robert Ellis
Susan Ellis
Linda and Bob Bourner, Kitsap Audubon Society
Darryl Elves, Marine Science Center
DeeAnn Kirkpatrick, Suquamish Tribe
Mr. and Mrs. James I. Nelson
Amy Nelson Bristow, Kitsap County Herald
Earl L. Miller
Rick Endresen
Curtis O. Rudolph, Mayor
Berle Heins, Planning Commission
Barry Babcock, Planning Commission
Rodney Kennedy

INTRODUCTION

Bowden explained the idea behind the plan and the process to date. Felver emphasized that the plan is designed to NOT impose public access across private residential land. Bowden explained that the primary goal of the plan is to encourage public access in appropriate areas.

Bowden passed out the preliminary draft plan, and gave an oral presentation of it. This consisted of the 9-page written draft titled "City of Poulsbo - Waterfront" including observations on existing conditions, information on land use proposals discussed in meetings with property owners, and preliminary recommendations; together with maps and photographs mounted on seven map posters.

Discussion focused on each individual area.

DISCUSSION

A. Dogfish Creek Estuary

1. Regarding the 200' creek buffer proposed by the Marine Science Center: Alan Holm, son of Dorothy Holm who owns four (4) acres on the creek, believes 200' is too much.
2. Darryl Elves explained that the 200' figure is optimum, largely having to do with recommended drainfield setbacks and with animal access. The Forestry Service recommends 50', which would be the minimum acceptable to the Marine Science Center. Frank Raab noted that the County allows construction within 50' of Clear Creek.
3. Felver explained that the City's Shoreline Management Master Program designates a conservancy area of approximately 50' along the estuary. The City's Comprehensive Plan states that buildings should be set back 20' from the creek.
4. Elves stated that Dogfish Creek has been harmed because of construction at Poulsbo Village, despite precautions: activity has occurred too close to the creek, paving has altered the water table, the increased activity has led to littering of the creek, and siltation has been a problem. In general, it is difficult to protect tributaries as population grows.
5. A. Holm noted he would like to see additional medical land uses in that area.
6. Larry Stockton asked about parking in the estuary area. Bowden said this should be combined; hopefully parking for the area could be allowed on the Quadrant property, during off-hours of businesses.

B. Head of Liberty Bay

1. Regarding the proposed boardwalk across the bay: construction problems exist because piles would have to be driven at high tide. Bowden's cost estimate includes quality construction and lighting. There was some discussion about the proposed width; however, the added width would not add appreciably to the cost, according to Bowden.
2. Regarding a land fill: approximately an acre of land would be needed. Bowden explained that the idea is to extend the culvert in an open creek-like setting, to provide a recreational destination in that area and to provide for visual improvement with landscaping. The landfill could also provide for some additional parking. Extension of the culvert would eliminate a problem for Poulsbo Lumber, whose land is being eroded because of the direction of the existing culvert.
3. DeeAnn Kirkpatrick of the Suquamish Tribe noted that even though the area is not visually pleasing, it is a natural area which provides a feeding ground for numerous marine animals, and should not be disturbed. The tribe would oppose any plan for a land fill there.
4. Darryl Elves of the Marine Science Center commented that a small amount of fill might be good; although the area is too sensitive for a large amount. David commented that the Dogfish Creek Enhancement Group might look into whether there would be an acceptable amount of fill.
5. Bob Bournier, president of the Kitsap Audubon Society, said it would be too dangerous to the natural habitat of the area to move the natural creek bed.

C. West Shore of Liberty Bay

1. Jim Nelson, owner of the large parcel at the northwest end of the bay, stated he would not wish to see his property opened up for public access, primarily because of the potential for vandalism. A boardwalk is more appropriate along the east side of the bay and not really needed across the head of the bay, he feels; however, if such a boardwalk is built, it should be closed during the evenings.
2. Bowden stated that fixup (such as graveling) of the existing old county right-of-way along the waterfront should be a top priority, to get people using it as a waterfront access area as soon as possible.
3. There was general sentiment expressed that a boardwalk across the bay would not be useful, and would not cross an aesthetically pleasing area.

4. Lee Shelton stated that defects can be found with all ideas put forth, but that the ideas should still be examined for their positive angles, and solutions sought.

D. Downtown Poulsbo

1. Bowden noted that the Norskliff project, and its relation to public access and the causeway, should be looked at as a separate project apart from this plan.
2. The goal of this portion of the recommendations is to try to recapture the urban waterfront edge for the people, Bowden explained. Some inexpensive solutions exist for this area, including redesign of the parking lot to fit more cars in a smaller area. This would allow the amount of pavement to be cut back to yield more area for park.
3. Regarding elimination of the boat ramp: this would not be done until an alternate location were found. An area approximately 70-80 feet wide, plus space for at least 10 boats and trailers, is needed. In a brief "brainstorming" session between Herb Armstrong and Barb Felver, five possible sites were discussed:
 - a) The end of Sixth Avenue in the vicinity of the Poulsbo Yacht Club marina; or perhaps the property recently purchased from the Edmonds Yacht Club. This would be physically the best site in Herb's opinion; although there would be obvious parking problems.
 - b) Bill Whitford's property at the southeastern end of city limits. This is a very good site, although there are potential problems because of smelt spawning in the area. Some land would have to be purchased.
 - c) The Coast Oyster Company site; next best.
 - d) The end of Ninth Avenue. Perhaps Ed Shields' triangular site across Fjord Drive could be purchased for parking. This might not be desirable in terms of maneuvering space for boat launching; launching vehicles might run into the street.
 - e) The end of Sherman Hill Road, approximately 200 feet south of town on the west side of the bay. This has some potential to be a good site, but a land purchase would be involved.
4. Concerns were expressed regarding adding any more traffic to Fjord Drive by locating the ramp in any of the first four listed locations. There was general consensus that the City should pursue with the County the possibility of using the Sherman Hill Road end.

5. Frank Raab commented that when the downtown ramp was built, it made sense in terms of location and parking was not a problem.
6. The area should be made as vandalproof as possible, and police activity in the area should be picked up, Bowden said. Improvements to the park and to the community's pride in ownership should cut down on vandalism.

E. Net Sheds / Sewage Treatment Plant

1. There was discussion of potential City liability involved with a public swimming area where posted signs indicate that swimmers assume their own risk when lifeguards are not present. Bowden commented that the City could remove the swimming raft during off-hours, to reduce the likelihood of persons swimming there.
2. Darryl Elves commented that provision of a swimming area would provide a badly needed youth activity.
3. Considerable discussion involved the lack of area for parking, and need for walkways along the water side of Fjord Drive into town. Felver noted that signage could indicate that parking is available downtown, and that pedestrian access to the site would be via Fjord Drive and not across private beach property.
4. Several persons were concerned that development of a swimming area at this site would draw an undesirable number of people along Fjord Drive and to the site. Lee Shelton suggested that the swimming area would be small, tailored to suit the needs of local swimmers and that the idea merits consideration.

F. New Poulsbo Yacht Club / Oil Dock Site

1. Residents of the Shorewood subdivision area, and owners of waterfront property to the south of Shorewood, expressed strong objections to inclusion of the statement "The beach to the south of the Poulsbo Yacht Club site is excellent for sun bathing, walking and swimming." They stated the area is private, and that public access should not be encouraged. There was also discussion of heavy bacteria counts in that area, which make it unsuitable for swimming. Residents requested a meeting with Bowden and staff, and it was decided that discussion of the public access in Shorewood area should discontinue until such a meeting took place.
2. Opposition was expressed by residents of the area to any new development of the yacht club and oil dock sites, because of increased traffic to Fjord Drive.

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**City of Poulsbo
Shoreline Development Plan
Kitsap County, Washington**

PROJECT COMPLETION REPORT

The preparation of this report was financially aided through a grant from the Washington State Department of Ecology with funds obtained from the National Oceanic and Atmospheric Administration, and appropriated for Section 306 of the Coastal Zone Management Act of 1972.

Project Title

City of Poulsbo, Shoreline Development Plan.

AUTHORS

Barbara Felver, Associate Planner, City of Poulsbo.
David Bowden, Consultant, Leland & Hobson.

SUBJECT

The City of Poulsbo has worked with a consultant, Leland & Hobson, in preparing a city waterfront plan which addresses land uses and public access to state-owned tidelands. This plan is a policy statement which will be used by the City of Poulsbo in determining appropriate amendments to the City's Comprehensive Land Use Plan, and would be used in the processing of rezones, shoreline permits, subdivisions, annexations and building permits. It identifies the type and location of derived waterfront access facilities, as well as policies for obtaining the facilities as property is developed. Included as facilities are future park sites or sites for future acquisition.

DATE

The project commenced March 1, 1985 and was substantially completed by June 30, 1985.

NAME OF DEPARTMENT AND PARTICIPATING LOCALITIES

Washington State Department of Ecology
City of Poulsbo

SOURCE OF COPIES

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WDOE PROJECT AND SERIES NUMBERS

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ABSTRACT

The purpose of the report is to address land uses along the waterfront, and public access to state-owned tidelands, via: (1) establishing policies for land development along the shoreline and for acquisition of public access to publicly owned tidelands; and (2) identifying existing and potential sites for development of public access facilities. The plan, as finally adopted, will become an amendment to the City's Comprehensive Land Use Plan.

The work has been accomplished in five steps:

1. City staff compiled background data, including an inventory of publicly and privately owned properties along the waterfront and available public access easements, information on potential development of waterfront sites, photographs, base maps and base data on City shoreline policy.
2. Consultant David Bowden and City staff met with groups of waterfront property owners and representatives of special interest groups, to discuss potential property uses, potential acquisition of public access areas and issues related to environmental sensitivity. Minutes of these meetings are attached as Appendix A to the report.
3. Bowden and City staff conducted a series of public meetings, beginning with three widely advertised informal workshops, minutes of which are attached as Appendix B to the report. These workshops were followed by public hearings before the City Parks Commission and the City Planning Commission.
4. Bowden prepared a preliminary draft plan following the second informal workshop (a copy of which is on file at the WDOE). The subsequent workshop and public hearings focused on this draft.
5. Bowden and City staff prepared a revised draft plan, based upon the input received since introduction of the preliminary draft. This draft is now being discussed in further hearings before the Parks Commission and Planning Commission, whose recommendations will be forwarded with the plan to the City Council for final adoption of the plan.

Copies of the report, titled "Shoreline Development Plan, City of Poulsbo, 1985," are enclosed. This includes an overall goals and policy section, outlining methods for acquisition of public access areas with waterfront development; goals and recommendations in regard to six "areas of opportunity" which have been identified, for potential development of public access facilities; maps and illustrations. The recommendations address design and development policies tailored to meet the stated goals, and standards for provision of public access. As noted above, the input received prior to the public hearing process is included in appendices.


REPORTS, MAPS, PLANS, EXHIBITS, ETC.

Published - City of Poulsbo, Shoreline Development Plan, 1985.

- Unpublished -
- 1) Color slides, taken from water and land, depicting the entire waterfront of Poulsbo, city limits to city limits.
 - 2) Color print photos, taken from water, depicting six "areas of opportunity" as identified in the Shoreline Development Plan.
 - 3) Seven mounted exhibit maps with accompanying mounted photographs: one showing the entire shoreline area, and one for each of the identified "areas of opportunity."
 - 4) Inventory of all publicly and privately owned waterfront properties with two accompanying maps indicating public ownership of uplands and tidelands, and easements.

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